

Victoria Daily Times.

Vol. 25.

VICTORIA, B.C., FRIDAY, MAY 14, 1897.

No. 64.

WHY CARRY A WATCH THAT
WILL NOT KEEP TIME.....?

When you can
have it repaired
at CHALLONER,
MITCHELL &
CO.'S at a rea-

sonable price, and guaranteed satisfaction. If it will not pay to re-
pair it we will tell you so, and if you want a new Watch we will
allow all the old one is worth, and give you a new one that will
keep time.

Challoner, Mitchell & Co., 47 Government St.

Rest Now Your Eyes Upon This!

We are now fully in LINE for supplying all warm weather
wants in our line. Choice, fresh Summer Assortments in
all branches, and at values that always characterize this
store.

Blouses of all kinds.
Grass Linen Blouses.
Imitations and Organzines.
White Muslin Blouses.
Dress Linens and Lamps.
Ducks, Drills and Denims.
Summer Hosiery and Gloves.
White and Colored Dress Muslins.
Matching Sashes; Navy and Cream.
New Figured Lustres (double fold), 35c.
500 pieces Laces from 25 cents doz. yards.

Remember our free Car Fare system:
No need to walk these warm days.

THE WESTSIDE, J. Hutchison & Co.

BICYCLES

...RAMBLER and
...IDEAL WHEELS

Are fitted with the celebrated "G. & J." Tire—the
best you can get.

WEILER BROS., Agents

For the Rambler and Ideal. We have also some fine
little JUVENILE BICYCLES.

FOR . . .

SEAGRAM'S WHISKEY

THE SOLE AGENTS ARE

R. P. RITHET & CO., Ltd., Wharf St.

SHEFFIELD CUTLERS' STORE.

TABLE KNIVES,
DESSERT KNIVES,
TABLE CARVERS,
PLATED FORKS,
POCKET KNIVES,
RAZORS,
SCISSORS AND SHEARS,
PLATED SPOONS,
RAZOR STRAPS,

And a Complete Shaving Outfit, at

FOX'S, 78 Government Street.

F. W. NOLTE & CO.
OPTICIANS. 47 FORT STREET



The Victoria Metallurgical Works

with which is incorporated

The Victoria Assay Office,

43 FORT STREET. — VICTORIA, B.C.

Ores tested in small quantities and in
bulk by any known process. Mill tests up
to 20 tons.

PRICES FOR ASSAYING:

| | |
|-------------------------|--------|
| Gold | \$1.00 |
| Silver | 1.00 |
| Lead | 1.00 |
| Copper | 1.00 |
| Gold and Silver | 1.50 |
| Silver and Lead | 1.50 |
| Gold, Silver and Copper | 3.00 |

For prices on other Metals, will test,
etc., apply to

W. J. R. COWELL, B.A., F.G.S., M.E.

VANITY FAIR
CIGARETTES

THE OLD RELIABLE

10c. PER PACKAGE ..10c

17 PRIZE MEDALS.

M. S. KIMBALL

Rochester, N.Y.

NEW ADVERTISEMENTS.

LOST—On Thursday, a red morocco purse containing \$5.00, between Speed's grocery and Colonist office. Please leave at Times office.

ALL PERSONS owing accounts to Frank O'reilly, bootblack, will please settle them as soon as possible, as he wishes to pay his late wife's funeral expenses. He does not want to beg, but wants only what is due him.

WANTED—Immediately, a press boy. Apply to G.R.C. Co., 38 Fort street.

REPORTS ON MINES: W. T. R. Cowell, R.A., F.G.S., M.E. The Victoria Metallurgical Works, Victoria, B.C.

WANTED—For summer months, a furnished house in suitable locality; family of six. "C." Times office.

VICTOR BICYCLES, model 1897, at \$105 cash, have no equal. Why not get the best? To be had only at J. Barnesley & Co.'s, 119 Government street.

ELEGANTLY FURNISHED rooms; single or double suite; by week or month. The Vernon, Mrs. Watt.

\$5.00—No. 1 double screened household coal per ton or 2,000 lbs., delivered to any part of the city. Ratray & Hall, 109 Government street, 25 Store street.

WANTED: BOTTLES—Good prices paid for pickle, sauce, catup, brandy and whiskey bottles, at Pacific Sauce and Vinegar Works, 66 and 68 Blanchard st.

COAL—\$6 per ton delivered; weight guaranteed. Mung. Holland & Co., 204 Broad street.

FURNISHED front bay window rooms for housekeeping, on ground floor, with private kitchen, at Elsmere House, 104 Pandora street. Apply 97 Quadra street.

London, May 14.—A dispatch to the Daily Chronicle from Athens says that Greeks who have arrived there from

Dubia report a Macedonian rising in the district between Selidza and Zozania, while the Times; an Athens evening paper, states there has been a rising in Central Macedonia, where a thousand insurgents have captured the garrison-forming part of the principal line of communication for the Turkish army. They are advancing towards Edessa and preparing to unite their forces with bands under Davail, Zermas and other Macedonians.

The correspondent of the Standard at Constantinople says that Edhem Pasha has wired to the port that he is quite certain of being able to capture Demokos and the Greek army as well, and in response, pressing orders have been sent to the Turkish staff to go ahead with the greatest energy, regardless of diplomacy. General military preparations continue here on the largest scale.

Paris, May 14.—A dispatch from Athens this morning announces that the Greeks have captured Nikopolis, the site of the Turkish fortress on the peninsula which Preveza is situated. Eighty Turks were killed in the engagement. The Greek troops, according to the same dispatch re-occupied Suliou without opposition.

Tuesday, May 18th

26th ANNUAL TOUR

Primrose West's
Big Minstrels

PRESENTING THEIR

GRAND DOUBLE COMPANY.

Whites and Blacks.

2 - BRASS BANDS - 2

The only first-class Minstrel Organization now in existence. Prices \$1.00 and 75c; gallery, 50c. Sale of seats opens to-morrow. Saturday, at 9 o'clock at Jamieson's.

DURRANT'S PETITION.

Governor Budd Asked to Pardon the Notorious Prisoner.

Sacramento, Cal., May 13.—Governor Budd has received the formal petition for the pardon of Theodore Dewart, awaiting execution at San Quentin, for the murder of Minnie Williams and Blanche Lamont. He protests his entire innocence, refers to testimony intending to establish it, and asks for a pardon, or at least a commutation of sentence, in such wise as will permit a further investigation to be made to ascertain who may be and who is the true criminal. The petition will be heard by the Governor Friday morning.

A SUCCESSFUL TRIP.

Capt. Yates of the Central American Line Returns From Ottawa.

Capt. Yates, who has been to Ottawa in the interest of the Central-American Steamship Line, proposed to be established by Messrs. F. C. Davidge & Co., returned home last evening, much pleased with the reception he met with at the hands of the ministers and the eastern people generally. Capt. Yates remained in Ottawa until Mr. E. E. Sheppard had accepted the position of commissioner to ascertain the prospects of a trade being established between Central America and British Columbia. Mr. Sheppard will be here in about two weeks, gathering what information he can on his way west. After visiting the coast cities he will go south.

The people of the east are beginning to realize that their welfare depends upon the development of the west, and they are giving their support to schemes that will bring this about, including the establishment of the steamship line to Central America. At present the ministers are very busy, but Capt. Yates believes that before another month they will have devised many schemes to benefit the west.

ST. PATRICK AND ST. PAUL.

Some time ago we proved to the entire satisfaction of all the Presbyterians that St. Patrick was a Presbyterian, and now comes the Rev. Dr. Bean's excellent religious family newspaper, The Southern Presbyterian, with a demonstration that St. Paul was a Presbyterian. We note that Dr. Bean does not call him St. Paul, but just plain Paul. We do not mind saying that both the Baptists and Roman Catholics lay some claim to St. Patrick, and that their respective claims appear to be very well founded. We would not be surprised if they should now put in a claim to Paul or St. Paul.—Charleston News and Courier.

—Take the Great Northern line for all Kootenay points—the direct route, Rossland, 31 hours; Nelson, 32 hours

THE "SICK MAN" DEFIES EUROPE

Sultan of Turkey Refuses to Discuss
Mediation Until He Gets
Ready.

An Important Semi-Official Announcement—Russia Evidently Backing Up Abdul.

An Uprising in Macedonia—A Bloody Engagement Is Now in Progress.

London, May 14.—A dispatch to the Daily Chronicle from Athens says that Greeks who have arrived there from

Dubia report a Macedonian rising in the district between Selidza and Zozania, while the Times; an Athens evening paper, states there has been a rising in Central Macedonia, where a thousand

insurgents have captured the garrison-forming part of the principal line of communication for the Turkish army. They are advancing towards Edessa and preparing to unite their forces with bands under Davail, Zermas and other Macedonians.

The correspondent of the Standard at

Constantinople says that Edhem Pasha has wired to the port that he is quite

certain of being able to capture Demokos and the Greek army as well, and in

response, pressing orders have been sent to the Turkish staff to go ahead with the

greatest energy, regardless of diplomacy.

General military preparations continue

here on the largest scale.

Paris, May 14.—A dispatch from Athens this morning announces that the Greeks have captured Nikopolis, the site of the Turkish fortress on the peninsula which Preveza is situated. Eighty Turks were killed in the engagement. The Greek troops, according to the same

dispatch re-occupied Suliou without opposition.

Tuesday, May 18th

26th ANNUAL TOUR

Primrose West's
Big Minstrels

PRESENTING THEIR

GRAND DOUBLE COMPANY.

Whites and Blacks.

2 - BRASS BANDS - 2

The only first-class Minstrel Organization now in existence. Prices \$1.00 and 75c; gallery, 50c. Sale of seats opens to-morrow. Saturday, at 9 o'clock at Jamieson's.

A SUCCESSFUL TRIP.

Capt. Yates of the Central American Line Returns From Ottawa.

Capt. Yates, who has been to Ottawa in the interest of the Central-American Steamship Line, proposed to be established by Messrs. F. C. Davidge & Co., returned home last evening, much pleased with the reception he met with at the hands of the ministers and the eastern people generally. Capt. Yates remained in Ottawa until Mr. E. E. Sheppard had accepted the position of commissioner to ascertain the prospects of a trade being established between Central America and British Columbia. Mr. Sheppard will be here in about two weeks, gathering what information he can on his way west. After visiting the coast cities he will go south.

The people of the east are beginning to realize that their welfare depends upon the development of the west, and they are giving their support to schemes that

will bring this about, including the establishment of the steamship line to Central America. At present the ministers are very busy, but Capt. Yates believes that before another month they will have devised many schemes to benefit the west.

ST. PATRICK AND ST. PAUL.

Some time ago we proved to the entire

satisfaction of all the Presbyterians that St. Patrick was a Presbyterian, and now comes the Rev. Dr. Bean's excellent

religious family newspaper, The Southern

Presbyterian, with a demonstration that

St. Paul was a Presbyterian. We note

that Dr. Bean does not call him St.

Paul, but just plain Paul. We do not

mind saying that both the Baptists and Roman

Catholics lay some claim to St. Patrick,

and that their respective claims appear

to be very well founded. We would not

be surprised if they should now put in a claim

to Paul or St. Paul.—Charleston News and Courier.

BANK OF MONTREAL.

The Annual Statement of the Institu-

tion Just Issued.

Montreal, May 14.—The annual state-

ment of the Bank of Montreal is out.

Their profits up to April 30th were

\$1,230,561.00, as against \$1,241,196.00

for last year. They have paid \$1,200,

000 in dividends, which is 18 per cent.

of their capital, and added \$30,561.70

to their profit and loss account.

EXPLOSION AT HALIFAX.

Intercolonial Railway Locomotive Blows

Up and Does Great Damage.

GORDON VS. THE CITY

Trial of the First Point Ellice Bridge Case Going on in Vancouver.

Chief Justice Dave's Rulings—The Evidence Relating to the Bridge.

Vancouver, May 13.—The first case arising out of the Point Ellice bridge disaster to be brought to trial came up yesterday afternoon before Chief Justice Dave and a special jury—the case of Gordon vs. the Corporation of the City of Victoria and the Consolidated Railway Co.

Messrs. Chas. Wilson, Q.C., and Lindley Crease appeared for the plaintiff; Messrs. Robt. Cassidy, and C. Dubois Mason for the City of Victoria; and Messrs. L. G. McPhillips, Q.C., E. P. Davis, Q.C., and A. E. McPhillips for the Consolidated Railway Co.

Mr. L. G. McPhillips formally objected to the joinder of the parties defendant so that the objection might be on the face of the proceedings in any appeal which might be made. His contention was that the claims could not be joined for the cause of action showed a cause of action on the part of the Consolidated Railway Co. for breach of contract to carry passengers and a cause of action against the city for nonfeasance or misfeasance or perhaps both.

Mr. Cassidy objected to the evidence. Mr. McPhillips also objected on the ground that the Consolidated Railway Company could not be responsible for what happened to another company.

Continuing, witness identified specifications and plans for the bridge as produced. There were two 150 foot trusses in the bridge. One of them collapsed. The bridge remained under government control until the extension of the city boundary in 1891. When in the hands of the government the bridge was examined yearly. It was in good condition when the city took it over. When the tramway company started to run over it they used small cars, the capacity of the bridge was sufficient for these and their loads. When the car company took it over it was comparatively new, and that was needed was to look after the iron work. Wood in a bridge like this ought to last about 7 to 10 or 12 years. The door beams being covered were out of the reach of the sun and might decay quicker than they otherwise would. The effect of breaking the floor would be to throw the lateral sway rods together and the effect of this would be to throw the vertical posts out of position and cause the collapse of the bridge.

Mr. Cassidy objected to the evidence. Mr. McPhillips also objected on the ground that the Consolidated Railway Company could not be responsible for what happened to another company.

Continuing, witness identified the cause of the juryman had put his knife in one of the timbers up to the hilt. A thorough inspection would be a complete overhauling, which should take place once a year. A superintendent attended the construction of the bridge to see that the work was carried out according to the plans and specifications. Witness was familiar with the strain sheet. The capacity of the bridge was 1,000 pounds per linear foot with a factor of safety of 5. This included the sidewalk on one side. The construction of the additional sidewalk would make very little difference in the strain on the bridge. To ascertain the conditions of the timbers of a bridge the usual way was to bore a small hole with a quarter or half inch auger. It would not require boring to test it more than once in six or seven years. The size of the door beams were 12x18 inches and their length was 18 feet. Two or three holes would be bored in each. In the construction of the bridge holes were bored through for lateral rods and stirrups. These holes would average about one inch in diameter.

Mr. Cassidy also wished to speak.

Mr. Wilson, for the plaintiff, also asked for certain amendments in the statement of claim. One of these was that the Point Ellice bridge was the property of the City of Victoria.

Mr. Cassidy asked to amend his defense, further, denying that the bridge was ever owned by the City of Victoria.

His Lordship said he would grant the withdrawal of paragraph 2 on the terms that the costs of the action hitherto and the day's costs be the plaintiff's costs in the cause in any event.

After some further discussion, the Chief Justice said he thought that Mr. Cassidy ought to advise his clients to accept the terms and strike out the paragraph.

The following jury was selected: Henry Darling, G. Drysdale, R. Robertson, G. E. Troyle, A. A. Boak, J. W. Burnett, W. D. Muir and A. E. Lewis. Mr. Burnett was chosen foreman.

In selecting the jury no one was challenged.

Mr. Charles Wilson, in his address, said that it was with considerable difficulty that he opened a case of the importance of the one he had to present for the greatest responsibility. The jury had been called in Vancouver, as it would be by no means an easy thing to ask Victoria ratepayers, and it was right to relieve them from the painful duty of practically sitting as judges in their own case. The contest was something of a triangular duel. The plaintiff made a claim against two defendants. Each of these are ready to admit that the other was the blamable party, but each defended itself, so that all the facts would have to be proven by the plaintiff. The plaintiff sued on behalf of herself and three children, aged 20, 14 and 8 years respectively. The bridge was constructed in 1885 by the provincial government and was not at that time in the city limits. In 1891 the city applied for leave to extend its corporate limits, which was granted, and at the end of that year the bridge was included in the corporation limits. Subsequently the city took control and assumed the management of the bridge. The life of timbers were from six to seven, eight to nine years. Later on one of the heavy cars, the same one possibly as went through on May 26 last, broke through the bridge in consequence of some timbers breaking. The attention of the corporation authorities had been called to the oscillation and dangerous condition of the bridge. Alterations were made to accommodate the heavy tramcars, which alterations it would be contended were only in the way of ordinary repair, but he thought the jury would find that the work was something of reconstruction. That reconstruction was, Mr. Wilson contended, so inefficient as to aggravate the condition of the bridge.

In this case vindictive damages could not be given, but purely pecuniary damages. Mr. Gordon, who had been killed, had been earning \$125 per month. His widow received \$5,000 on an accident policy and \$1,300 insurance from the A. O. U. W. This was very inadequate to support those left.

His Lordship referred to Mr. Wilson's mention for the reason of hearing the case in Vancouver. He said he himself was a Victoria ratepayer, though in a small way.

Mr. Wilson and the other learned counsel waived all objection to His Lordship sitting in the case.

Mrs. Miss Elizabeth Gordon, widow of the deceased J. B. Gordon, was the first witness. She resided in Vancouver. She had two sons and a stepson. One son was 14 years old and the other 9. Mr. Gordon was 48 years old when he was killed. He had been earning \$125 per month. He was in Bradstreet's service. He had been with them for 17 years. He had hoped for an inheritance in his wife's will.

Witness had no profession, and before her marriage took care of her brother and sisters.

Cross-examined by Mr. Cassidy: Mr. Gordon was killed instantly. Her stepson is now keeping himself by working for the Seattle Tram Company. The insurance was in favor of witness.

To Mr. Wilson: Witness saw the dead body of her husband after his death and knew the cause of death. Her stepson had only earned his own living since his father's death.

Wm. St. Clair Gore, deputy commissioner of lands and works, said he had occupied the position of deputy commissioner since 1892, before that he was surveyor-general. The Point Ellice bridge was built for the government by

the San Francisco Bridge Co. at \$11,500 each.

Mr. McPhillips objected to this evidence as it could make no matter to the Company he represented.

Mr. Cassidy also objected to the admission of such evidence.

His Lordship said he was not in a position to say whether the evidence was relevant against either defendant.

Continuing, witness identified specifications and plans for the bridge as produced.

There were two 150 foot trusses in the bridge. One of them collapsed. The bridge remained under government control until the extension of the city boundary in 1891. When in the hands of the government the bridge was examined yearly. It was in good condition when the city took it over.

When the tramway company started to run over it they used small cars, the capacity of the bridge was sufficient for these and their loads.

When the car company took it over it was comparatively new, and that was needed was to look after the iron work.

Wood in a bridge like this ought to last about 7 to 10 or 12 years.

The door beams being covered were out of the reach of the sun and might decay quicker than they otherwise would.

The effect of breaking the floor would be to throw the lateral sway rods together and the effect of this would be to throw the vertical posts out of position and cause the collapse of the bridge.

Mr. Cassidy objected to the evidence.

Mr. McPhillips also objected on the ground that the Consolidated Railway Company could not be responsible for what happened to another company.

Continuing, witness identified the cause of

the juryman had put his knife in one of the timbers up to the hilt. A thorough inspection would be a complete overhauling, which should take place once a year. A superintendent attended the construction of the bridge to see that the work was carried out according to the plans and specifications. Witness was familiar with the strain sheet. The capacity of the bridge was 1,000 pounds per linear foot with a factor of safety of 5. This included the sidewalk on one side. The construction of the additional sidewalk would make very little difference in the strain on the bridge. To ascertain the conditions of the timbers of a bridge the usual way was to bore a small hole with a quarter or half inch auger. It would not require boring to test it more than once in six or seven years.

The size of the door beams were 12x18 inches and their length was 18 feet.

Two or three holes would be bored in each.

In the construction of the bridge holes were bored through for lateral rods and stirrups.

These holes would average about one inch in diameter.

Mr. Cassidy also wished to speak.

Mr. Wilson, for the plaintiff, also asked for certain amendments in the statement of claim.

One of these was that the Point Ellice bridge was the property of the City of Victoria.

Mr. Cassidy asked to amend his defense, further, denying that the bridge was ever owned by the City of Victoria.

His Lordship said he would grant the withdrawal of paragraph 2 on the terms that the costs of the action hitherto and the day's costs be the plaintiff's costs in the cause in any event.

After some further discussion, the Chief Justice said he thought that Mr. Cassidy ought to advise his clients to accept the terms and strike out the paragraph.

The following jury was selected: Henry Darling, G. Drysdale, R. Robertson, G. E. Troyle, A. A. Boak, J. W. Burnett, W. D. Muir and A. E. Lewis. Mr. Burnett was chosen foreman.

In selecting the jury no one was challenged.

Mr. Charles Wilson, in his address, said that it was with considerable difficulty that he opened a case of the importance of the one he had to present for the greatest responsibility. The jury had been called in Vancouver, as it would be by no means an easy thing to ask Victoria ratepayers, and it was right to relieve them from the painful duty of practically sitting as judges in their own case. The contest was something of a triangular duel. The plaintiff made a claim against two defendants. Each of these are ready to admit that the other was the blamable party, but each defended itself, so that all the facts would have to be proven by the plaintiff. The plaintiff sued on behalf of herself and three children, aged 20, 14 and 8 years respectively. The bridge was constructed in 1885 by the provincial government and was not at that time in the city limits. In 1891 the city applied for leave to extend its corporate limits, which was granted, and at the end of that year the bridge was included in the corporation limits. Subsequently the city took control and assumed the management of the bridge. The life of timbers were from six to seven, eight to nine years. Later on one of the heavy cars, the same one possibly as went through on May 26 last, broke through the bridge in consequence of some timbers breaking. The attention of the corporation authorities had been called to the oscillation and dangerous condition of the bridge. Alterations were made to accommodate the heavy tramcars, which alterations it would be contended were only in the way of ordinary repair, but he thought the jury would find that the work was something of reconstruction. That reconstruction was, Mr. Wilson contended, so inefficient as to aggravate the condition of the bridge.

In this case vindictive damages could not be given, but purely pecuniary damages. Mr. Gordon, who had been killed, had been earning \$125 per month. His widow received \$5,000 on an accident policy and \$1,300 insurance from the A. O. U. W. This was very inadequate to support those left.

His Lordship referred to Mr. Wilson's mention for the reason of hearing the case in Vancouver. He said he himself was a Victoria ratepayer, though in a small way.

Mr. Wilson and the other learned counsel waived all objection to His Lordship sitting in the case.

Mrs. Miss Elizabeth Gordon, widow of the deceased J. B. Gordon, was the first witness. She resided in Vancouver. She had two sons and a stepson. One son was 14 years old and the other 9. Mr. Gordon was 48 years old when he was killed. He had been earning \$125 per month. He was in Bradstreet's service. He had been with them for 17 years. He had hoped for an inheritance in his wife's will.

Witness had no profession, and before her marriage took care of her brother and sisters.

Cross-examined by Mr. Cassidy: Mr. Gordon was killed instantly. Her stepson is now keeping himself by working for the Seattle Tram Company. The insurance was in favor of witness.

To Mr. Wilson: Witness saw the dead body of her husband after his death and knew the cause of death. Her stepson had only earned his own living since his father's death.

Wm. St. Clair Gore, deputy commissioner of lands and works, said he had occupied the position of deputy commissioner since 1892, before that he was surveyor-general. The Point Ellice bridge was built for the government by

NOW MAN CAN FLY

Prof. Arthur Barnard, of Nashville, and his Wonderful Flying Machine.

Thousands Witness a Successful Test—A Description of the New Airship.

Nashville, Tenn., May 7.—Thousands of people, speechless with amazement, stood and stared at the strange-looking airship upon which the latest, greatest and most beautiful of all the army or navy inventors soared up from the Continent. Exposition grounds, and, rising higher and higher as the wondering multitude watched him, vanished out of sight and left them all dumbfounded.

The man who sailed away into the blue is Prof. Arthur Barnard, the physical instructor of the Nashville Young Men's Christian Association, and besides having a masterly faculty for mechanical invention is as muscular as a lion and as plucky as a bull terrier.

There has been inevitable talk told about Nashville and the surrounding country for months concerning the flying powers of Barnard's machine. Nobody believed them fully. He had wrought in secret at the thing, and experimented lonely spots far from any human habitation.

But great was the doubt of his ability to make the thing fly with him, not a soul doubted that he had the sand to try it.

The announcement that he would make the ascent to-day brought a multitude of people to the Exposition grounds from all over the surrounding country. The officers were there in full force, and the invited dignitaries climbed with them into a specially constructed stand to watch the flight of the modern Daniel.

The machine was placed in an enclosure, which served to keep out the curious crowd that tried to examine it and with meddlesome hands to "make it whoo's go round." In the throng were half a dozen rival inventors from Baltimore, Philadelphia, Chicago and other cities, who have models of flying machines of their own filed in the patent office at Washington City, and who scoffed at Barnard's quiet declaration that his machine would go when and where and how he wanted it to and come back the same way.

The ship is made of aluminum, and is built on telescope lines.

The prow, sharp as a needle, has a steel cap. Six giant fans, like mighty wings, swing at the sides of the monster. Their frames are of steel and the webs finely oiled silk.

On each side are three broad flanged motors, and far astern two similar but much larger ones. From stem to stern, underneath the fabric, stretches a steel-ribbed keel.

It is with this that the ship is balanced, a dozen rudders, a steering gear, a deafering cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the master took off his cap, bowed to the great concourse of people, stepped to his place in the ship, a deafening cheer went up from 10,000 throats when, after pottering for a time with the machinery and taking a final look over everything, to see that it was in ship-shape, the

THE VICTORIAN ORDER OF NURSES

A Memorandum Relating to Lady Aberdeen's Diamond Jubilee Project.

Proposed Scope and Nature of the Scheme—Needs of the Work Outlined.

"A Matchless Memorial of the Noblest Queen of Any Country or Age."

The following memorandum in reference to the proposed Victorian Order of Nurses has been sent out under the direction of Lady Aberdeen:

Her Majesty, the Queen has indicated her desire that the celebrations to mark the completion of the sixtieth year of her reign, should be associated with efforts towards relieving the sufferings of the sick. Therefore it seems fitting that the people of Canada should commemorate the Queen's Diamond Jubilee by establishing a national fund for the purpose of placing skilled trained nurses within the reach of all classes of the population.

A great deal of the suffering and hardships which are endured by settlers in the isolated and remote parts of the country, and also by those living in cities who have small incomes, might be prevented if adequate medical assistance or the services of competent trained nurses could be obtained.

It is earnestly desired that the Canadian memorial shall become truly national in its character, as well in the contributions which will make it suitable and effective, as in its application to the different needs and conditions of the various provinces of Canada, and the several cities and rural districts which compose them.

NOT TO SUPPLANT BUT TO SUPPLEMENT.

Hospitals all over the country are doing splendid work, but they are crowded to the doors, and have not funds enough to pay for new furniture, let alone new buildings. Men and women are giving of their best their time, their thought and money—to these hospitals. These hospitals require more money for the training of nurses. Part of the funds raised might be expended in helping hospitals to train more nurses, and part might be used in engaging the immediate services of trained nurses who would volunteer to labor on salaries in private homes in the country and cities.

PHYSICIANS, AND NURSES ARE CO-LABORERS.

Anyone who has seen much of life in this or other lands, knows that provision for the education of physicians and nurses in a thoroughly proficient way should be made on a liberal scale. It is the glory of their calling that they follow it to mitigate suffering, to save lives and to give security to homes. The men and women who do these things are essential to the stability of the nation. This scheme for providing nurses will not displace physicians in the districts where they labor; but it will furnish the means of securing the best results from the skill and advice of medical men. It is not necessary that we have the services of physicians—even in the cities. In cases of serious illness their services must be supplemented, and followed up by the ministrations of trained and skillful nurses. In many instances the skill and experience of our best physicians are lost for the lack of trained nurses, intelligent enough to take directions and to carry them out carefully. In the matter of diet, recovery is often delayed and relapses are caused by the mistaken kindness of those who do not know how to prepare suitable nourishing food for the hardly convalescent. Even after the patient is well on the way to a full recovery of health, the progress is exceedingly slow for want of the help of a trained nurse who would understand food values and prepare dishes suited for an invalid's appetite.

These give the natural forces of body and mind a fair chance to combat disease, and to bring about a state of good health. On these the recovery of the patient frequently turns. Then the presence of a trained nurse brings the cheerfulness and hopefulness of confidence to the sufferer and the family; and these act like a charm possessing a virtue like that of any drug.

THE SCHEME ACCEPTED AS NATIONAL.

After the inauguration of this movement by Her Excellency the Countess of Aberdeen, a public meeting was held at Ottawa on Wednesday, February 10, under the presidency of His Excellency the Governor-General. The following resolution was moved by the Honorable Wilfrid Laurier, prime minister of Canada, seconded by the Honorable Clifford Sifton, minister of the interior, and carried unanimously:

"That this meeting heartily approves of the general character of the scheme described as the Victorian Order of Home Helpers as a mode of commemoration by the Dominion of the Queen's Diamond Jubilee, and that a fund be opened for carrying out thereof."

THE NEEDS ARE GREAT.

The urgent need that exists in the outlying districts of all the provinces, and in all the cities of the Dominion, for thoroughly trained, practical women, available as nurses to those who are not rich, seems to be admitted by everybody; and there appears to be almost an unanimous opinion that no better national scheme could be devised for commemorating the Diamond Jubilee of Her Majesty Queen Victoria, than by the establishment on a permanent basis of a Victorian Order of Nurses.

The honorary secretary before he accepted the position, had an opportunity of bringing an outline of the scheme

for founding and maintaining the Victorian Order of Home Helpers or Nurses before fourteen meetings of farmers and their wives in Manitoba and the Northwest Territories. The hearty reception of the scheme was shown in genuine gratitude as they said, they knew their own needs, and believed the new order could help them successfully. He concluded with the statement: "People were meeting, which were held for agricultural purposes; and they would often say: 'We need help such as the new order proposes to provide.' In conversation with a number of ladies in a hall before one of the meetings was called to order one of them said: 'Three women died here last fall because they had not sufficient help in time of need.'

HEROES AND HEROINES AMONG THE PIONEERS.

The people of the newly settled districts in all the provinces are not poor in anything except in the opportunities and privileges which are possessed only by communities in comparatively old settlements. They seek no charity. They are the pioneers who have taken up land, not site for themselves, but for the nation. They are conquering for Canada wild and unoccupied territory. Soldiers, as we all know, are the special wards and care of the Sovereign; and the people who go out to occupy new lands and acquire new territory by peaceful methods are as worthy in character and not less honorable in occupation than those who, when called upon, fight for their country. Peace has its heroes not less than war. The pioneers who go to settle in remote regions, with their lack of conveniences, comforts and safeguards, are among the heroes and heroines of the nation; and they should certainly share in the benefits of any national movement for the celebration of the Diamond Jubilee of Her Majesty, particularly if that is to be done in the way of looking after the well-being of those who deserve special consideration at the hands of the Queen.

PARTICULAR NEEDS OF NEW SETTLEMENTS.

In the newer settlements of all the provinces from Prince Edward Island to British Columbia, there are men and women with large concepts of life, founding homes for themselves and their families. They are not the down-trodden, the baffled, the heartless, the fainthearted of the people. On the contrary, the enterprising, the courageous, the hopeful, have gone out to conquer new fields by their masterful labors. The best types of humanity are often found in these homes. They are sturdy and independent. They would say: "We do not want any doles of charity through this or any other agency; but we need adequate medical and nursing help brought within our reach, and we are willing to pay for it as far as we can."

By their toils and self-denials they are adding to the possessions of the country thousands of acres of cultivated lands, growing millions of bushels of grain to feed the people of our Dominion. They are raising thousands of cattle, flocks of sheep without number, and horses amazing in speed and strength. But these are not all or the main things they are doing. They are founding homes which will shape the destiny of all Canada; homes that will become so numerous in the future that they will surely sway the fortunes of this nation.

The ideals and spirit of the women in the homes of a new settlement in a new country, affect the lives, the habits, the aspirations and the principles of the people here for several generations to follow. A despondent mother numbs the courage and energies of her boys and girls. The unspoken fear of approaching the unknown, and the lack of knowledge of new life or into death without competent skilled help has clouded many a life and home. Nothing that can be done to lift that dull dread out of the lives of the pioneers in the country and the cities, should be left undone, when a national jubilee in such an empire as that of Great and Greater Britain is in prospect.

THE SISTERHOODS AND THE DR. MAULURES.

There is no occasion to make more than a brief reference to the excellent work of the trained nurses now in Canada. They are veritable angels of mercy wherever they go. Among those whose acts of kindness are known of all men are women, are the members of societies of churches; and especially the sisterhoods of the Roman Catholic Church. The devotion, the self-sacrifice, the evident purity and goodness of these sisters are a living benediction to the communities where they labor in all parts of Canada. Their lives are full of unselfish labor and of love, and any life with that experience is saved from the skill that of any drug.

THE SCHEME ACCEPTED AS NATIONAL.

After the inauguration of this movement by Her Excellency the Countess of Aberdeen, a public meeting was held at Ottawa on Wednesday, February 10, under the presidency of His Excellency the Governor-General. The following resolution was moved by the Honorable Wilfrid Laurier, prime minister of Canada, seconded by the Honorable Clifford Sifton, minister of the interior, and carried unanimously:

"That this meeting heartily approves of the general character of the scheme described as the Victorian Order of Home Helpers as a mode of commemoration by the Dominion of the Queen's Diamond Jubilee, and that a fund be opened for carrying out thereof."

THE NEEDS ARE GREAT.

The urgent need that exists in the outlying districts of all the provinces, and in all the cities of the Dominion, for thoroughly trained, practical women, available as nurses to those who are not rich, seems to be admitted by everybody; and there appears to be almost an unanimous opinion that no better national scheme could be devised for commemorating the Diamond Jubilee of Her Majesty Queen Victoria, than by the establishment on a permanent basis of a Victorian Order of Nurses.

If a modest, moderate salary could be assured to many of these trained nurses, it would lift their lives out of the precarious state of "waiting for a case."

If a trained nurse has to spend half her time waiting for a case, then a comparatively high charge must be made for her services to yield even a living salary. At the same time, many families who would be glad to obtain the services of a nurse at a small charge have to go without. Besides, everyone knows that nearly every training hospital application, running well up to the hundreds, from young women who desire to become trained nurses. If means were provided for the training of more nurses, and if the training course were kept quite as thorough as it is in our best hospitals, or even improved, there would be in Canada just so many more willing hands for ministration to the sick. The Victorian Order will undoubtedly help existing agencies to do larger work, on wider fields, with even more thoroughness.

NEW OCCUPATION FOR WOMEN.

Such an order will furnish a new field of labor for many women who need employment, congenial to their natures and suited to their abilities. The forms of our civilization are changing; and nowadays many women, who years ago did not think of taking up any particular occupation, find that they must undertake special and particular work. In nursing they would find an opportunity of helping themselves to happier lives, and of bringing brightness into the homes and lives of others. The gentleness and strength, the sympathy and delicate touch of such women as would become members of the order, would become memories and aspirations in the minds of the women and children whom they served, which would never be forgotten.

WHO SHALL BE MEMBERS?

It is proposed that the order is formed, that the members may be:

(a) Nurses who are or are already graduates in good standing schools of recognized standing in Great Britain, Canada and the United States, and who pass an examination such as may be prescribed.

(b) Nurses who shall be specially trained for the order, and who shall pass the prescribed examination.

The qualifications of the nurses of the Victorian Order are to be of the highest for the class of work they are expected to do.

SOME OF THE OBJECTS OF THE ORDER.

Sickness is always a severe tax upon the resources of the middle classes. It is a heavy burden upon the poor in spite of hospitals and kindly charities. An intelligent trained nurse, prepared to supply what is necessary, is often the best friend of a poor family can have.

Some of the chief objects of the order will be:

(a) To provide skilled nurses in sparsely settled and outlying country districts.

(b) To provide skilled nurses to attend the sick poor in their own homes in cities.

(c) To provide skilled nurses to attend cases in cities at fixed charges, for persons of small incomes, the charges being paid to the funds of the order.

(d) To provide small lying-in rooms or wards in cottage hospitals or homes.

(e) To prepare trained nurses thoroughly qualified to carry out these objects.

SUGGESTIONS FROM GREAT BRITAIN.

When details of the scheme and their application are being finally considered, some guidance and valuable suggestions may be obtained from an examination and consideration of what is being done in Great Britain. Where district nurses are provided in cities there, a nurse may be sent from the home with a bag of necessities for nursing, making the rounds of her district, calling at those houses where she has patients. At each house she stays long enough to do what is necessary for the invalid and to put the friends in a position to carry on matters till her afternoon or evening visit. In this way she not only does with her own hands for the patient what requires most skill, but she is also the means of disseminating very widely a certain amount of definite knowledge about nursing. She will perhaps pay during the day in this manner some fourteen or twenty nursing visits.

THE SISTERHOODS AND THE DR. MAULURES.

There is no occasion to make more than a brief reference to the excellent work of the trained nurses now in Canada. They are veritable angels of mercy wherever they go. Among those whose acts of kindness are known of all men are women, are the members of societies of churches; and especially the sisterhoods of the Roman Catholic Church. The devotion, the self-sacrifice, the evident purity and goodness of these sisters are a living benediction to the communities where they labor in all parts of Canada. Their lives are full of unselfish labor and of love, and any life with that experience is saved from the skill that of any drug.

THE SCHEME ACCEPTED AS NATIONAL.

After the inauguration of this movement by Her Excellency the Countess of Aberdeen, a public meeting was held at Ottawa on Wednesday, February 10, under the presidency of His Excellency the Governor-General. The following resolution was moved by the Honorable Wilfrid Laurier, prime minister of Canada, seconded by the Honorable Clifford Sifton, minister of the interior, and carried unanimously:

"That this meeting heartily approves of the general character of the scheme described as the Victorian Order of Home Helpers as a mode of commemoration by the Dominion of the Queen's Diamond Jubilee, and that a fund be opened for carrying out thereof."

THE NEEDS ARE GREAT.

The urgent need that exists in the outlying districts of all the provinces, and in all the cities of the Dominion, for thoroughly trained, practical women, available as nurses to those who are not rich, seems to be admitted by everybody; and there appears to be almost an unanimous opinion that no better national scheme could be devised for commemorating the Diamond Jubilee of Her Majesty Queen Victoria, than by the establishment on a permanent basis of a Victorian Order of Nurses.

The Victorian Nurses might do as valuable and as necessary work in the cities of Canada as they could do in the country districts. They would not in any sense or measure encroach upon, or interfere with, the professional work of physicians or with trained nurses who take cases in private homes on the terms usual for such services.

If a modest, moderate salary could be assured to many of these trained nurses, it would lift their lives out of the precarious state of "waiting for a case."

COTTAGE HOMES AND EMERGENCY HOSPITALS.

The nurses could not go to the homes of the settlers in the agricultural, mining, lumbering and fishing districts, unless they themselves were located at some place central to the locality which they were to serve. It would not cost a large sum to build a number of small cottage homes, which could be used as emergency hospitals, with perhaps two beds in each in addition to living accommodation for a nurse or nurses. They might be put up for less than a thousand dollars each, and that, although a comparatively large sum, would not be beyond the resources of many of the homes in Canada where some wealth has been accumulated. Such a home might be provided for two nurses, who would be able to attend cases for twenty miles around, and the home might have two beds for patients who could be brought there when there was no accommodation for them in their own "shacks." The first "shack" on a prairie farm, for instance, is not a sufficient comfortable residence although it is usually the comfortable home of happy people.

AN ESTIMATE OF SOME COSTS.

To illustrate to some extent how the scheme might be applied in the several provinces, a brief mention may be made of how it might serve the Northwest and Manitoba. In that area there is certainly room for six or six training centres. These might be at such suitable places as Winnipeg, Brandon, Regina or Moosejaw, Calgary and Edmonton. Probably each of these places might have six or eight small homes, such as have already been referred to, subordinate and tributary to it. If the nurses had their residential quarters only at the training centres, it would be impracticable to reach their patient. On some branch lines, trains run only twice a week. If a nurse was at the cottage home, fifty miles or more from the training or residential centre, she could have to attend a patient, telegraphing at once to the headquarters, from which a nurse to take her place at the cottage home, might immediately be sent. That would involve a good deal of travelling by railway, and while it is somewhat the fashion in country districts to rail at the railways as great and soulless corporations, one has enough faith in the human sympathy and business discernment of the men who are the head of these railways, to believe that they will arrange free transportation for the members of the Victorian Order of Nurses. By some such arrangement as this, one of these large residential or training centres, with its six or eight subordinate or tributary cottage homes to the different localities as required. Manitoba and the Northwest would probably require forty cottage homes, and about sixty nurses, a large number, it is true, and yet a small number for so large a territory. To come to attend a patient, telegraphing at once to the headquarters, from which a nurse to take her place at the cottage home, might immediately be sent. That would involve a good deal of travelling by railway, and while it is somewhat the fashion in country districts to rail at the railways as great and soulless corporations, one has enough faith in the human sympathy and business discernment of the men who are the head of these railways, to believe that they will arrange free transportation for the members of the Victorian Order of Nurses. By some such arrangement as this, one of these large residential or training centres, with its six or eight subordinate or tributary cottage homes to the different localities as required. Manitoba and the Northwest would probably require forty cottage homes, and about sixty nurses, a large number, it is true, and yet a small number for so large a territory.

AN ENDOWMENT TO MAKE THE ORDER PERMANENT.

It would not be a prudent thing to have the order started unless provision is made for its permanence. It would take an investment of about a million of dollars to ensure revenue to make this benefaction a lasting one for all the needs of Canada. Shall we confess ourselves helpless in the presence of this urgent need and dismiss the cry for help with the remark, "But a million dollars is a great sum to raise"? Certainly a million dollars is a very large sum to raise; but if the people of Canada can be fully informed and thereby awakened to the greatness and goodness of this movement, a million of dollars will be forthcoming for the commemoration of the diamond jubilee of Her Majesty, by such means as will cause gratitude to glow continually in the hearts of the people of Canada towards the memory of Victoria the Good, and her representatives and subjects in Canada who promoted this order. If half a million dollars at least is raised immediately to establish a fund sufficient to meet the most urgent demands of the present, the remainder will soon follow according as the people at large see clearly the great benefits that will arise from the carrying out of this thoroughly national scheme.

It would require only a small contribution from each, if every man and woman in Canada gave something out of their plenty, or out of their scanty store, to make our homes as secure as their own. No doubt there will be difficulties to face, but the difficulties will disappear in the presence of enthusiastic hard work and good judgment. That it will be hard to make this scheme a complete success is rather a confirmation of, than an objection to do it. The things that are best worth doing, are hard to do; and often in life the things hardest to do, are the things best worth doing well.

THE SCHEME IS NATIONAL.

This national scheme is not intended in any way to interfere, or compete with, any local scheme for celebrating the diamond jubilee of Her Majesty by ceremonies or memorials in the different provinces, cities and localities. It is expected that the funds which are raised will take the form of personal offerings from the citizens of Canada, expressing their loyalty and love to Her Most Gracious Majesty the Queen, during whose long and happy reign such marvellous progress has been made in all that is for the well-being of the people. The Victorian order will be associated with her name in providing for the relief in times of sickness of her subjects throughout the length and breadth of Canada.

PROVISIONAL ORGANIZATION.

To give immediate effect to this scheme, their Excellencies, the Governor-General, as patron, and the Countess of Aberdeen, as president, have requested the following ladies and gentlemen to compose the provisional committee:

Lady Ritchie, Mrs. Hayter Reed, Mrs. Kirchoffer, Sir Henri Joly de Lotbiniere,

THE EYES OF THE WORLD

Are Fixed Upon South American Nervine.

Beyond Doubt the Greatest Medical Discovery of the Age.

EVEN EVERY OTHER HELPER HAS FAILED IT CURES

A Discovery, Based on Scientific Principles, that Renders Failure Impossible.



In the matter of good health temporary cures, while not by success for the moment, can never be last. Those in poor health soon know that the remedy they are using simply a passing incident in their exertions, or failing them up for the day, for nothing else. Getting at the root of the disease and is surely and easily done. The nerve centres which are the seat of all disease are the brain, the spinal cord, the heart, the liver, the kidneys, the lungs, the spleen, the intestines, the brain, the spinal cord, the heart, the liver, the kidneys, the lungs, the spleen, the intestines, the brain, the spinal cord, the heart, the liver, the kidneys, the lungs

HUMPHREY'S

Homoeopathic Medicines

May be obtained at

BOWES DRUG STORE,

He dispenses prescriptions

Telephone 123.

LOCAL NEWS.

Gleanings of City and Provincial News in a Condensed Form.

- Glasgow beef ham, spiced, long roll. R. H. Jameson, 33 Fort street.

- Grand matinee to-morrow afternoon. "Pinafore." Only 25c. for grown people or children.

- No. 2 company of the First Battalion will parade for drill at the Drill Hall this evening.

- The Victoria District Fruitgrowers' Association has chosen Mr. E. Wilson to act as their manager.

- A most complete stock of fishing tackle just received at Henry Short & Sons, 72 Douglas street.

- The Stearns bicycle given as prize in W. J. Pendray's monthly wrapper collecting competition has been won by Mrs. James Wachter, of 136 Yates street.

- Application is to be made to the Lieutenant-Governor-in-Council for the incorporation into a city municipality of the town of Cumberland in Nelson district, Comox.

- The marriage took place yesterday at Montreal of W. G. Nelson, of Cowichan, to Miss Carrie Mortimer, who has just come out from England to marry the man of her choice.

- Ladies' garden tools, floral syringes, watering pots, English scythes, flower pots, garden reels, wire netting and other seasonal articles at R. A. Brown & Co.'s, 80 Douglas street.

- Mr. W. Blewett yesterday evening received a telegram from his brother announcing that a body of native copper and free gold had been struck on the Raven property, at Texada.

- Hon. T. M. Daly, minister of the interior in the late Conservative government, and Richard Armstrong, give notice in the current issue of the Gazette that they have made application to be called to the bar of British Columbia. Both applicants are now residents of Rossland.

- A meeting of the W.C.T.U. was held yesterday afternoon at the residence of Mrs. M. Adams on Fort street. A paper on "Women's Rights" was read and a lengthy discussion followed. During the meeting Miss Adams played a number of piano-for-the-souls very acceptably.

- A meeting of Hope Lodge, Degree of Honor, was held yesterday evening when, after the business of the evening had been disposed of, a social was held. One of the members who has recently returned from Kootenay entertained those present with a graphic description of that part of the province.

Their Fragrance Delightful—Capital Cigars

- This evening an entertainment will be given in A.O.U.W. hall under the direction of Mr. St. Clair. The programme arranged for the occasion is as follows:—*Songs by Messrs. Munro, Macdonald, Williams, Ives and Johnston; a recitation by Miss A. D. Cameron; orchestral music under Mr. Wickens; physical drill, Indian club swinging, pitch and toss, Greek games, and the laughable face, "Not So Easily Fooled."* The object of the entertainment is to provide a safe bathing place for children.

- The following gentlemen have been appointed notaries public: Frank Flugens, of Victoria; Frederick George Faquier, of Nelson; George Ratcliffe Naden, of Grindrod; Edward Albert Crease, of Nelson; Donald Greenfield Macdonald, of Vancouver; John Black McMillan, of Victoria; Frederick Bonham Greer, of Vancouver; William Hart McHarg, of Nelson; Joseph Martin, of Rossland, within and for the mainland of British Columbia; Hugh Cochran, of Quesnel, within and for the counties of Yale and Cariboo; Henry William Horechner, of Fort Steele, within and for the county of Kootenay.

- Only 25c. admission for adults or children at matinee to-morrow afternoon. "Pinafore."

- Yesterday evening the Easter vestry meeting of St. James' church was held, when the following officers were elected: Rector—Warden, E. A. Jacob; people's warden, J. R. Greenfield; committee, Messrs. E. Crow Baker, Geo. Jay, Jr., Tom Kains, Dr. S. D. Pope, Wm. Atkins, C. E. Renouf, H. G. Ross and T. C. Sorby; lay representative to synod, E. A. Jacob; delegates to diocesan conference, Tom Kains, H. G. Ross and Wm. Atkins; sidemen, C. E. Renouf, H. G. Ross and W. Padden; auditor, C. E. Renouf, and clerk to the vestry, H. G. Ross.

- Oddfellows' hall, Spring Ridge, was the scene of a concert given by the Girls' Friendly Society of St. Barnabas church. As may be seen by a glance at the appended programme, the entertainment was a very good one. Those contributing were: Pianoforte duet, Misses King and Ray; recitation, Miss Johnson; vocal duet, Mrs. Wilkes and Mr. Grizzell; song, Mr. Lang; song, Mr. E. E. Wootten; quartette, "Through Woods and Fields," Messrs. Keith, Lang, Grizzell and Sehl; song, S. Johnson; song, Miss Marrack; recitation, Miss Turner, quartette, "Calm be Thy Slumber," Messrs. Keith, Lang, Grizzell, and Sehl; duet, "Would That My Love," Mrs. Wilkes and Mrs. Bradbury; illustrated poem, "Less of H.M.S. Victoria," Messrs. Penfold and Maynard. Miss Huxtable acted as accompanist.

- You were young once yourself—let the little ones go and see "Pinafore" to-morrow afternoon. Only 25c.

- Juveniles' bicycles, boys' and girls', \$25 and \$30, at Weller Bros.

- Two million bottles of Kop's Beer sold in London in one week.

- If you appreciate a well made and good fitting suit go to 101 Douglas St.

- Lawn Mowers cheap for cash at R. A. Brown & Co.'s, 80 Douglas street.

- Only 25c. admission for adults or children at matinee to-morrow afternoon. "Pinafore."

- Just received at Henry Short & Sons, 72 Douglas street, a large assortment of English cricket and lawn tennis goods.

- The Victoria Wheelmen's club will leave the club rooms at 2:30 o'clock to-morrow afternoon for a club run. \$1.10.

- "He polished up the handle so carefully that now he is the ruler of the Queen's navee." "Pinafore"—matinee to-morrow afternoon. Only 25c. adults or children.

- It is officially announced that Mr. R. Hall has been appointed to represent the Dominion Government on the Songhees Reserve Commission, vice Hon. P. O'Reilly. Mr. D. R. Harris is the commissioner for the provincial government.

- The Eastern press speak very highly of Miss Lillian Armon, who sings at the Drill Hall to-morrow evening. The Ingersoll Chronicle says: Miss Armon proved herself to be a talented vocalist and more than fulfilled the expectations of the audience."

- There is one man in Victoria who would rather pay a fine for riding a bicycle on the sidewalk than be nearly jolted to death in trying to ride over the rough streets which abound in this city. This morning this gentleman paid his third fine of \$5, and all in less than a year.

- In consequence of the annual inspection of the Fifth Regiment being held to-morrow, Major Williams has received permission from the secretary of the Canadian Military Rifle League to shoot the first league match on May 22nd. Detailed instructions are being sent by mail.

- The Ladies' Aid of St. Paul's Presbyterian church, Victoria West, in the absence of the usual civic celebration of the day will give a lawn social, sale of work and exhibition of rare old newspapers—one the Glasgow Journal published 1769, 15 years before the publication of the first number of the London Times—on the afternoon of the 24th in the grounds adjoining the minse, Frederick street.

- Frank Wilson will spend six months in jail for stealing a pair of shoes from W. H. G. Ellison, of Albert Head, this being the punishment imposed by Magistrate Macrae in the provincial police court this morning. Wilson was in January last sentenced to two months for stealing a saw. When his term was up, Rev. Mr. Ellison gave him work on his farm at Albert Head, where he remained for five months. When Wilson left he took a pair of shoes belonging to his benefactor.

- "He polished up the handle so carefully that now he is the ruler of the Queen's navee." "Pinafore"—matinee to-morrow afternoon. Only 25c. adults or children.

- The Japanese training ship Hyli is expected to arrive here early next month, remaining for several days, afterwards proceeding to Vancouver and then to the Sound. Japanese Consul Mili Saito, of Tacoma, from which place news of the proposed visit was received, has officially notified the Tacoma Chamber of Commerce of the coming of the vessel. The Hyli is an old man-of-war, long in the Japanese naval service. She carries about 30 young naval cadets. Technically speaking she is an ironclad corvette, like her sister ship, the Kongo, and has a displacement of 2,800 tons. The engines are 2,500 horse power, and the belt of armor is about four and a half inches thick. The armament consists of 11 Krupp guns, capable of throwing steel shells of 124 pounds.

- The megalithic ideas of past masters become dwarfed when one imagines the little army of minstrels comprising Primrose & West's big minstrels, who will appear here on Tuesday evening next. They comprise in their entirety two great minstrel bands in one; Primrose & West's modern minstrels, which have held the palm of superiority over all others for the past decade, and 30 colored artists of the very pick of Simon pure black face comedians or blenders. Primrose & West's ideas of blending the minstrel adepts of two races together is to present to the public minstrelsy from its birth to the present day. An important feature will be the scenic and spectacular effects. The following are some of the amalgamation of the talent, headed by the king of versatile comedians, Geo. H. Primrose; the prince of interlocutors, William H. West; the emperor of entertainers, Geo. Wilson; Jimmy Wall, the singing comedian; the Miller Bros' famous dotoras; Messrs. Howe, Wall and Walters, the musical comedy kings in a grand new departure; the vocal corps, Wm. H. Wilson, the phenomenal alto; Chas. Kent, the baritone; Arthur Williams, the operatic tenor; Frank Pitsker, the wonderful baritone; Geo. Robinson, the lyric tenor; Ed. Dickens, the finished basso-profundo; John H. Davis, second tenor. The great first part, as presented by this company, is a revelation, such as could only be conceived by these experienced managers. The sale of seats opens at 9 o'clock to-morrow morning at Jamieson's.

- You were young once yourself—let the little ones go and see "Pinafore" to-morrow afternoon. Only 25c.

- A course of Hood's Saraparilla taken now will build up the system and prevent serious illness later on. Get only Hood's.

- It is the best on Earth.

- That is what Edwards & Parker, merchants of Plains, Ga., say of Chamberlain's Pain Balm, for rheumatism, lame back, deep seated and muscular pains.

- For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

In the Springtime Tone Up

Our Compound Syrup of Hypophosphites leaves nothing to be desired as a Tonic. In pint bottles at \$1.00.

John Cochrane, Chemist
North-West Cor. Yates and Douglas Sts.

THE TEES RETURNS

Not Much Difficulty Was Experienced in Getting Her Off the Beach.

Trouble Awaiting Capt. Hobbs of the Schooner William McKinley, from Tahiti.

The C. P. N. Co.'s steamer Tees arrived this morning after an absence of about two weeks. On her way outwards she struck on Race Rocks, and in reaching Clayquot it was thought advisable to beach her in order to ascertain the extent of the damage done to her hull. When high and dry, on the beach it was found that the damage done was very slight; a few plates were sprung and a small piece of the forecastle of the hull carried away. The tide was at its height when the steamer was beached, and when Captain Hobbs tried to float her the tide had receded, and in consequence the steamer was beached. She was obliged to remain lying on the beach until ten days later, when the tide was again at its height. She got off the beach on Wednesday evening last by dragging with her anchors. The Maude went up to her assistance on Wednesday morning with Captain John Irving and Captain Hobbs on board, but she came too late, as the Tees was preparing to leave for Alberni when the Maude hove in sight. It is understood that the Tees will be dry-docked as soon as arrangements can be made. Captain Hobbs reports that rich strikes are being made at Clayquot Sound and in the vicinity. A number of samples of very rich ore were brought down. The passengers who came down on the Tees were F. W. Flint, a mining expert who has been visiting some new finds; J. L. Penny, of Waterhouse & Penny; at Alberni; W. Flint, who has been doing some snap-shot work at a camera near Alberni, A. A. Aaronson, F. Gorling, H. M. Fox, S. J. Workman, J. Nicola and Peter Tousant, who are down from the Great Expectation proper, Captain William Cox, of the burned schooner Sappho; Captain Ferguson, Captain Foley, G. Morris and W. White, of the sealing schooner Fawn; E. P. Smith, S. Fox, R. Elliott, L. Arthur, H. Humphreys and W. J. Dwyer, who have been doing some prospecting on the West Coast.

Among the vessels listed as being on the way to Victoria is the schooner William McKinley, Captain Hobbs, from Tahiti, with a cargo of coconuts. The Seattle Times says: "It may turn out that this has been wrongly reported, and that Captain Hobbs is following out the intent of the men who sent him into the Southern Seas. It is said that he went voyaging down there in command of another craft, and for a long time after he had left this part of the world the owners of the vessel he was in command of heard nothing from him, and were puzzled to know how to account for the long delay in getting any news. Finally they heard that he had sold the vessel he was in command of, and had bought the little schooner McKinley, held her in his own name, loaded her with a cargo of coconuts at Tahiti, and then sailed for Puget Sound. His former employers now want to "see" him at San Francisco, but he said, "but if he misses the message they have sent here for him there may soon be a cargo of fine coconuts for sale here at a sacrifice."

A search for the lost schooner Gen. Sibley will be instigated by the North American Commercial Company and by the government vessels of the Behring Sea patrol. The former will send out a boat from the Northern headquarters at Kodiak for the purpose of finding the wreck and towing it in shore. The Behring Sea fleet, part of which has already sailed, has explicit instructions from Capt. C. L. Hooper, commanding officer of the fleet, to search the waters for the wreck, and do everything pos-

Ayer's Pills are recommended by leading physicians and druggists, as the most prompt and efficient remedy for biliousness, nausea, costiveness, indigestion, sluggishness of the liver, jaundice, and sick headache; also, to relieve colds, fevers, neuralgia, and rheumatism.

- Grand matinee to-morrow afternoon. "Pinafore." Only 25c. for grown people or children.

- The Great Northern runs the famous library observation car on the overland trains; dining cars on the restaurant plan

- The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer City of Topeska will arrive here this evening from the Sound on her way to Jameson. Another contingent of Yukon-bound miners will embark here.

The steamer Umatilla arrived from San Francisco shortly before midnight yesterday evening with a full list of passengers and 225 tons of freight for this city.

The steamer Maude will leave for Texada this evening with among other things, a consignment of machinery for the Surprise mine.

The steamer Maude returned this morning from Clayquot, where she went to assist the steamer Tees in getting off the beach.

The bark Balmore was brought around from Esquimalt this afternoon to finish discharging her cargo at the outer wharf.

The steamer Maude will leave for Texada this evening with among other things, a consignment of machinery for the Surprise mine.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.

The steamer Danube leaves this evening for the North with a large amount of general merchandise for the various Northern ports, and a large quantity of salmon.



CURE

Sick Headache and relieves all the troubles incident to a bilious state of the system such as Distress, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, etc. Carter's LITTLE LIVER PILLS are equally good for Consumption, curing and preventing this annoying disease, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

such they would also prove precious to those who suffer from fits, diarrhoea, etc., and those who others do not.

Carter's LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetal and do not grip or purse, but by their gentle action please the bowels. In vials at 25 cents. Price for \$1. Sold everywhere.

CARTER'S MEDICINE CO., New York.
Small Pill. Small Dose. Small Price.

DR. JACK'S WIFE

By ST. GEO. RATHBORNE.
Author of "Dr. Jack," "Captain Tom," etc.

CHAPTER XXV.

The official takes another look at Doctor Jack and makes up his mind this man is fully able to stand the racket. Besides, he discovers something familiar about the other.

"I have met you before, my dear sir," "Very likely. I have traveled much." "The official is eying him steadily." "Were you in Spain two years ago?" "Yes."

"Ah! I am proud to meet you, Doctor Jack. I won a wager on your success at that bull fight," holding out his hand.

"So did I," remarks the doctor, with a glance in the direction of his wife.

"And any favor I can do, Doctor Jack, I will be only too glad of the opportunity."

"Then see about the special as quickly as you can, sir. I have a tremendous amount of interest in overhauling that train."

"You will be on board, Doctor Jack, long before it crosses the Rockies. I give you my word; but it may cost you half a thousand dollars."

The official purses up his lips as if to whistle, but emits no sound.

"A pretty close shave, even if you are on time. If it were any one else than Doctor Jack I'd say it couldn't be done."

"I mean to do my best, and, as a general thing I have managed to succeed in the past. This special, sir—"

"I have telegraphed already for the man you must see, and here he comes. An hour won't make much difference."

"You will have only an engine and sleeper. The dispatcher will make out your schedule and give it to the conductor. Thus you will know just at what point you can overtake the eastern flyer."

This is very soothing to Doctor Jack, who begins to see the wrinkles being smoothed out of the rough road in front. He is soon deeply engaged in conversation with the gentleman who comes up. Every one seems to take a decided interest in him when they hear who he is. Sometimes it pays to be famous.

The arrangements are speedily made, and our little party feel their spirits rise as they contemplate a solution of the problem that has so recently overshadowed them.

What does an hour count, when with a special they can rush over the rails like lightning? It is astonishing what money can be made to do in this world—at any rate, it lubricates the wheels and makes traveling a pleasure.

Doctor Jack consults his watch as they arise from the lunch which has engaged their attention in the restaurant, more to pass the time away than because they were hungry.

"The hour is up," he remarks.

"Your train is ready, Doctor Jack," says the official to whom he has been turned over.

"Good!"

The small amount of luggage is put aboard, and presently they enter the Pullman sleeper which is to be their quarters until the regular train is overhauled.

It is not an unusual thing for a special to be sent flying over the rails, and, according to the rules of the road, everything gives way to such a wizard traveler.

The start is made.

Once they clear the yards, their speed increases to 270 miles an hour, and they go along in a way that causes Kirk Smith some anxiety, for the Texas quite at home on the wildest horse one could find, is not much of a railroad traveler, and holds his breath when he finds himself being whirled over some level stretch, or down a slight declivity at the speed of a mile a minute.

And this is only a beginning.

When the locomotive gets warmed to the work, more astonishing figures will be shown.

As for Larry, this pleases him immensely. He lolls in a chair in the smoking compartment, and uses up numerous packages of cigarettes—a luxury he has been deprived of for some time, owing to the basic of their departure from Valparaiso. The others now understand the meaning of Larry's wonderful smile so child-like and bland, when he came in with bulging pockets, while they were at lunch. He had bought out the entire cigarette stock of the dealer in the station, resolved not to be left in the grand luster across the Continent.

Jack has secured pillows from the porter of the car, and has a lower berth made up for Avis, who, feeling tired, will lie down for a time.

As for himself, he enters into conversation with the conductor; a bright, agreeable fellow, and picks up a number of facts connected with the route across the plains, some of which may prove valuable to him.

"I wonder if, with this open window

he says.

"With pleasure, sir. You can do what you please, since you own the car for the time being. Of course, we have a smoking compartment."

"Larry monopolizes that," laughs Jack, lighting up.

"What? that little man?"

"With a fearful weed."

"Ah! I comprehend. You do not take to the cigarette, then?"

"I abominate them; but Larry is privileged. He's a great fellow. Let me tell you some of the things I've known him to do."

These are numerous enough to cause the conductor to feel the utmost interest in the peculiar little dude, though finding it hard to understand how a hero can appear such an oddity.

Their speed is terrific.

At times they seem to actually shoot through space, such is the manner in which a fearless engineer can whisk a special on its way. Doctor Jack is deeply interested in the progress made, and makes a copy of the schedule which the conductor carries, of course, subject to changes. A red light at a station may bring them to a halt, when a message brought aboard will govern their future movements.

They slow up in passing a station, the conductor looks out, guesses the identity of the place, consults his paper and announces that they are "on time."

So the night ride goes on.

What Jack fears most of all is some accident that may delay them. He knows the men with whom he deals, and would put no devility past them. If they leave in some such a manner as possible, that a special follows them, they can readily jump at conclusions and understand who pays the bill.

Jack believes a man would be dropped at some stations with instructions to blow up the track, or in any way delay the special for some hours, even if compelled to ditch it.

This he earnestly trusts will not take place. A train going seventy miles an hour takes chances enough under ordinary circumstances, without the attention of train wreckers.

These thoughts would keep Jack from sleeping, even did he care to. He remains awake and speculates as to what he can do in case certain possibilities become realities.

At just five minutes of one, as he is replacing his watch, a sudden shrill whistle sounds, and it is easy to feel the action of the air brakes. The train comes to a stand. They are just about a quarter of a mile from a village, where, as the conductor accustomed to draw up, and receive telegraphic messages while the engine was renewed with water.

Jack puts his head out of the window.

The first thing he sees is a red lantern on the track just ahead of the locomotive.

"What's the matter?"

The conductor is swearing, while the engine keeps looking around as though he fully expects to see a band of daring road-agents appear in view.

A rail has been removed—it lays nearly across the track. Only for the red light on the special would have been wrecked in a terrible manner.

The conductor, puzzled and angry.

"I can account for it. All they wanted was to delay us," and Jack tells his idea.

"By Jove! what is to hinder us replacing the rail?" and Larry, tugs away at the iron steel rail in a manner that, if quite ineffectual, shows his desire to accomplish something.

His words electrify them. The porter, fireman, and Kirk Smith are called, and in a few minutes the rail is in position.

Every spike has been thrown away, but there is a claw for drawing more on the engine and a hammer for driving them home with heavy blows.

"All ready!" is announced.

Thirteen minutes lost!

What would have perhaps paralyzed traffic for a time on many an European railroad, had been only an incident of thirteen minutes duration on this American trans-continental line.

They hasten once more to board the special, and "forward" is the cry. Avis has a story to tell now; and when Doctor Jack hears it, he experiences mingled emotions, anger for his bitter enemies, and admiration toward his brave wife. It also makes clear the design of the parties who removed the rail.

They are about to board the special, and "forward" is the cry. Avis has a story to tell now; and when Doctor Jack hears it, he experiences mingled emotions, anger for his bitter enemies, and admiration toward his brave wife. It also makes clear the design of the parties who removed the rail.

Quick to comprehend the situation, and not daring to tell for fear of trouble, Jack's wife had opened her satchel and secured the revolver given to her long ago by the man who had also taught her how to use it.

Then leaving her seat, she glided to the rear portion of the car.

Looking into the smoking compartment, which Larry had pre-empted as his own private "den," Avis is just in time to discover a dark-faced man examining into the sacred mysteries of the dude's valise, while a comrade, half-way through the window, seems ready to receive whatever spoils may be discovered.

Avis Evans has no difficulty in making up her mind that these men are engaged in something that does not concern them. She does not stop to speculate upon the facts—it is enough to understand that they mean robbery.

A movement which she makes attracts the attention of the man in the window, who, uttering a sharp exclamation, drops out of sight. His companion, attracted by the cry, glances upward, and suddenly remembers an engagement he has

in another quarter, of such importance that he hardly knows whether he goes through the window head or feet first.

Doctor Jack's brave wife, having thus disposed of the rascals, busies herself in closing every window of the car, which task she has hardly completed when her husband and his friends enter again; at the same time their progress is resumed.

Jack is able to put two and two together and the result is that he goes through the window head or feet first.

"At least we leave a couple of our enemies behind," he reflects, though forced to confess his ignorance regarding the number of foes ahead.

(To be Continued.)

Surprised His Doctor

"A little over a year ago I was laid up with bronchitis," says Stanley C. Bright, clerk, Kingston. "My doctor bill came to \$42, and altogether my illness cost me \$125. This fall I had another attack. I came across an advertisement in a newspaper for Dr. Chase's Syrup of Linseed and Turpentine for throat troubles. I thought I would risk a quarter and try it. It cured me. After this I intend to treat my own ills."

(To be Continued.)

These are numerous enough to cause the conductor to feel the utmost interest in the peculiar little dude, though finding it hard to understand how a hero can appear such an oddity.

Their speed is terrific.

At times they seem to actually shoot through space, such is the manner in which a fearless engineer can whisk a special on its way. Doctor Jack is deeply interested in the progress made, and makes a copy of the schedule which the conductor carries, of course, subject to changes. A red light at a station may bring them to a halt, when a message brought aboard will govern their future movements.

They slow up in passing a station, the conductor looks out, guesses the identity of the place, consults his paper and announces that they are "on time."

So the night ride goes on.

What Jack fears most of all is some accident that may delay them. He knows the men with whom he deals, and would put no devility past them. If they leave in some such a manner as possible, that a special follows them, they can readily jump at conclusions and understand who pays the bill.

Jack believes a man would be dropped at some stations with instructions to blow up the track, or in any way delay the special for some hours, even if compelled to ditch it.

This he earnestly trusts will not take place. A train going seventy miles an hour takes chances enough under ordinary circumstances, without the attention of train wreckers.

These thoughts would keep Jack from sleeping, even did he care to. He remains awake and speculates as to what he can do in case certain possibilities become realities.

At just five minutes of one, as he is replacing his watch, a sudden shrill whistle sounds, and it is easy to feel the action of the air brakes. The train comes to a stand. They are just about a quarter of a mile from a village, where, as the conductor accustomed to draw up, and receive telegraphic messages while the engine was renewed with water.

Jack puts his head out of the window. The first thing he sees is a red lantern on the track just ahead of the locomotive.

"What's the matter?"

The conductor is swearing, while the engine keeps looking around as though he fully expects to see a band of daring road-agents appear in view.

A rail has been removed—it lays nearly across the track. Only for the red light on the special would have been wrecked in a terrible manner.

The conductor, puzzled and angry.

"I can account for it. All they wanted was to delay us," and Jack tells his idea.

"By Jove! what is to hinder us replacing the rail?" and Larry, tugs away at the iron steel rail in a manner that, if quite ineffectual, shows his desire to accomplish something.

His words electrify them. The porter, fireman, and Kirk Smith are called, and in a few minutes the rail is in position.

Every spike has been thrown away, but there is a claw for drawing more on the engine and a hammer for driving them home with heavy blows.

"All ready!" is announced.

Thirteen minutes lost!

What would have perhaps paralyzed traffic for a time on many an European railroad, had been only an incident of thirteen minutes duration on this American trans-continental line.

They hasten once more to board the special, and "forward" is the cry. Avis has a story to tell now; and when Doctor Jack hears it, he experiences mingled emotions, anger for his bitter enemies, and admiration toward his brave wife. It also makes clear the design of the parties who removed the rail.

They are about to board the special, and "forward" is the cry. Avis has a story to tell now; and when Doctor Jack hears it, he experiences mingled emotions, anger for his bitter enemies, and admiration toward his brave wife. It also makes clear the design of the parties who removed the rail.

Quick to comprehend the situation, and not daring to tell for fear of trouble, Jack's wife had opened her satchel and secured the revolver given to her long ago by the man who had also taught her how to use it.

Then leaving her seat, she glided to the rear portion of the car.

Looking into the smoking compartment, which Larry had pre-empted as his own private "den," Avis is just in time to discover a dark-faced man examining into the sacred mysteries of the dude's valise, while a comrade, half-way through the window, seems ready to receive whatever spoils may be discovered.

Avis Evans has no difficulty in making up her mind that these men are engaged in something that does not concern them. She does not stop to speculate upon the facts—it is enough to understand that they mean robbery.

A movement which she makes attracts the attention of the man in the window, who, uttering a sharp exclamation, drops out of sight. His companion, attracted by the cry, glances upward, and suddenly remembers an engagement he has

in another quarter, of such importance that he hardly knows whether he goes through the window head or feet first.

Doctor Jack's brave wife, having thus disposed of the rascals, busies herself in closing every window of the car, which task she has hardly completed when her husband and his friends enter again; at the same time their progress is resumed.

Jack is able to put two and two together and the result is that he goes through the window head or feet first.

"At least we leave a couple of our enemies behind," he reflects, though forced to confess his ignorance regarding the number of foes ahead.

(To be Continued.)

These are numerous enough to cause the conductor to feel the utmost interest in the peculiar little dude, though finding it hard to understand how a hero can appear such an oddity.

ROYAL

BAKING POWDER
Absolutely Pure.Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands.
ROYAL BAKING POWDER CO., NEW YORK.

FOUL BLOW SHOWN

Corbett Men Claim That the Kintoscope Pictures Show a Foul.

Fitzsimmons Depicted in the Act of Striking Corbett When Down.

New York, May 13.—Those who will see the Vitascopic pictures of the recent Carson mill at the exposition to be given here Saturday night will see the foul that Manager Brady has always insisted occurred.

Fitzsimmons has stated that the stomach punch was accomplished with a right hand feint and a "left shift." With all due respect to Mr. Fitzsimmons, it may be stated that he is mistaken. The pictures are as clean cut as so many canoes and they speak louder than words.

When the knockout came Corbett was sliding forward in a knock-kneed sort of shuffle. He had grown strong since the sixth round and was on the aggressive. Suddenly Corbett lunges out with his left. Then there's trouble. Fitzsimmons ducks to the right. In the pictures you can see Corbett's left arm like a bolt of iron over Fitzsimmons' left shoulder.

Here is where the solar plexus comes in. The left lead has left Corbett's stomach comparatively unguarded. Fitzsimmons steps quickly forward, sliding Corbett's arm over his shoulder to the elbow. Then he hooks his left fist into the pit of Corbett's stomach. Corbett is seen toppling forward, with open mouth. The other hand reaches for the floor. His right knee follows. He seems to be helpless.

As Corbett sinks to the floor with Fitzsimmons looming over him, one may see in the picture the long left arm of the Australian swing back, then come forward in a shift upper cut for the left point of Corbett's jaw. As the blow starts it seems that Fitzsimmons realizes what he is doing. He appears to try with all his might to hold the blow back. But it lands, however.

Corbett's right glove is on the floor when he catches it. Fitzsimmons' back is turned to the spectators, but the pictures show the sweep of the glove very plainly. The referee stands beyond both men, at a distance of about six feet.

There is an agreement between the fighters that when one of them is down the other shall retire to a distance of ten feet. Corbett is down. Fitzsimmons does not retire until he has given the Californian a wallop in the jaw while the latter's glove is touching the floor. It does not seem to do much harm. It knocks the Californian's head to one side about two feet. Then Fitzsimmons realizes what he has done. He steps away to the required distance and the fight comes to an end.

Dan Lynch, the manager of Tom Sharkey, said: "Why, it's a foul as plain as day. Now I guess that people will believe me when I say that Fitz, foul! Sharkey. The blow on Corbett's jaw is as plain as the nose on your face. He was hit after he had fallen to the floor from the stomach punch."

"I have said all I care to say about the foul," said Manager Brady. "I would like to ask, however, how anybody can tell just what effect this blow had on the result of the fight. We are not going to make a fuss about it. The pictures speak for themselves. All we want is another try at Fitzsimmons."

"The Corbett men are a lot of soft-heads," said Martin Julian. "Any foul that Fitzsimmons may have committed would not have killed a fly. If it had been serious somebody would have seen it at the ring. I have not seen the pictures and I know nothing about it."

LACROSSE.
SEASON OPENS.

To-morrow the first senior lacrosse match of the season will be played at Queen's Park, New Westminster, between the teams of the Royal and Terrestrial cities. The Victoria players are watching their mainland opponents closely, for on May 24th they have to meet the teams of the Terrestrial cities.

realize that there is going to be a stubborn fight for the championship of 1897, and every game will count.

THE TURF.

AT KEMPTON PARK.

London, May 14.—Mr. Lebandy's bay gelding, Chon Kim, won the royal two-year-old plate of 3,000 sovereigns, 2,300 sovereigns to be the winner, at Kempton Park spring (jubilee) 1897 meeting today. Among the starters was Lorillard's famous chestnut colt Lassing II, which was unplaced.

THE WHEEL.

WELLINGTON MEET.

The Crescent Cycling Club of Wellington have arranged a race meet on the Athletic grounds there on the 26th inst., thus completing the circuit, Victoria, Vancouver, and Nanaimo. Five am-

tour and three professional racers are on the programme, with valuable prizes.

THE OAR.
THE WINNIPEG CREW.

Winnipeg, May 15.—The new racing shell for the Winnipeg crew for Henley has arrived and the boys are now practising daily. They leave the first week in June for England.

PERSONAL.

H. B. Cambie, of Vancouver, is at the Driard. W. J. Booth, of Nakusp, is at the Oriental.

E. M. Yarwood, of Nanaimo, is at the Driard. Sam Bissenger, of Portland, is a guest at the Driard.

Dr. Lewis Hall left this morning for the Mainland.

J. H. Todd returned this morning from the Sound.

Collector of Customs Smith, of Nanaimo, is paying Victoria a visit.

J. H. Falconer has left for Kootenay to organize the courts of the U.S.

Mr. W. S. Gore, deputy commissioner of lands and works, returned from Vancouver last evening.

W. J. Dowler, city clerk, left for Vancouver this morning to give evidence in the Gordon case. The city engineer and the superintendent of streets are already there.

NEW VICTORIA BRIDGE.

The Old Bridge at Montreal To Be Reconstructed.

The present Victoria bridge, now one of the best known bridges in the world, will soon be a matter of history. As already announced, the contracts for its re-construction have been given out, and within a couple of months at the latest work will have commenced.

Some memories and remarks of the present structure will be interesting at this point, when its transformation is about to take place. The

present structure was formally opened up

on the visit of His Royal Highness the Prince of Wales to this country, August 25, 1890, when he laid the last stone and drove the last rivet.

The occasion was celebrated in a befitting manner, and is to-day remembered by the older residents of the city. The bridge will be reconstructed for many important details connected with the structure, one in bound even now to acknowledge the wisdom and far-sightedness of the engineers and contractors who planned and built it.

The iron tubes are a mile and a quarter long,

the weight of each being 9,044 tons, and the area of surface requiring painting 32 acres for each coat.

Over three thousand men were employed in its construction,

and, in round figures, its cost was \$1,000,000.

Work began on the 22nd of June, 1884.

Five years and a half were occupied

in its construction, while the new structure is expected to be placed in position at the end of twelve months.

The undertaking of this great work is an indication that the "pioneer road of Canada" is again in the foreground as a leader in the progress of the Dominion.

The new structure will give every facility for the rapid transit of its passengers and commerce.

No branch of engineering has developed

so rapidly as that of bridge engineering,

and it is a good subject for a

lecture.

Trustee Yates, that the board was willing

to pay the taxes on the lots used by the

school children of Spring Ridge, to

the school for a playground.

Referred to the gymnasium committee.

S. D. Pope, superintendent of education,

wrote that in view of the fact that

the schools close on June 25th and the

celebration of Her Majesty's diamond

jubilee will occur from June 21st to

25th, the council of public instruction

granted permission for the schools to

close before June 21st. Received and

filed.

The Citizenship League recommended

that scientific temperance be made a

compulsory subject in the public schools

and the popular strata of "Jump Jim Crow,"

yielded to

Miss Agnes Dean Cameron, principal

of the South Park school, asked for a

lounge for the school for the use of

scholars who are taken ill. She reported

that there had been no less than six

fainting cases during two weeks.

The trustees thought there must be

something wrong, and a special committee

was appointed to consider the matter

and also to take up the whole question

of ventilation.

Miss Cameron reported that all the

pupils of the school were being taught

the upright system of penmanship with

the exception of the older pupils, whose

hands are already formed in the Spec

cian system. This was in answer to a

letter from the board asking Miss Cam

eron why the upright system was not

taught.

Trustee Belyea moved, seconded by

Trustee Yates, that Miss Cameron's at

tention be called to the original letter

and that she be asked for a full reply.

Carried.

Messrs. Lowenberg, Harris, & Co.,

asked whether the board was willing to

pay the taxes on the lots used by the

school children of Spring Ridge, to

the school for a playground.

Referred to the gymnasium committee.

S. D. Pope, superintendent of education,

wrote that in view of the fact that

the schools close on June 25th and the

celebration of Her Majesty's diamond

jubilee will occur from June 21st to

25th, the council of public instruction

granted permission for the schools to

close before June 21st. Received and

filed.

ALL ON ONE DAY

Closing Examinations of the City Schools to Take Place on June 12th.

Other Educational Questions Decided at Last Evening's School Board Meeting.

The board of school trustees last evening decided that in view of the fact that the diamond jubilee celebration will be held during the same week in June as the closing examination, "that the city schools be closed on 18th June next for the summer holidays and that the half yearly examination be held simultaneously in each division separately."

J. H. Todd returned this morning from the Sound.

Collector of Customs Smith, of Nanaimo, is paying Victoria a visit.

J. H. Falconer has left for Kootenay to organize the courts of the U.S.

Mr. W. S. Gore, deputy commissioner of lands and works, returned from Vancouver last evening.

W. J. Dowler, city clerk, left for Vancouver this morning to give evidence in the Gordon case.

The city engineer and the superintendent of streets are already there.

NEW VICTORIA BRIDGE.

The Old Bridge at Montreal To Be Reconstructed.

The present Victoria bridge, now one of the best known bridges in the world, will soon be a matter of history.

As already announced, the contracts for its re-construction have been given out, and within a couple of months at the latest work will have commenced.

The present structure is expected to be placed in position at the end of twelve months.

The trustees were called to the original letter and that she be asked for a full reply.

Carried.

Messrs. Lowenberg, Harris, & Co.,

asked whether the board was willing to

pay the taxes on the lots used by the

school children of Spring Ridge, to

the school for a playground.

Referred to the gymnasium committee.

S. D. Pope, superintendent of education,

wrote that in view of the fact that

the schools close on June 25th and the

celebration of Her Majesty's diamond

jubilee will occur from June 21st to

25th, the council of public instruction

granted permission for the schools to

close before June 21st. Received and

filed.

The trustees thought there must be

something wrong, and a special committee

was appointed to consider the matter

and also to take up the whole question

of ventilation.

Miss Cameron reported that all the

pupils of the school were being taught

the upright system of penmanship with

the exception of the older pupils, whose

hands are already formed in the Spec

cian system. This was in answer to a

letter from the board asking Miss Cam

eron why the upright system was not

taught.

Trustee Belyea moved, seconded by

Trustee Yates, that Miss Cameron's at

tention be called to the original letter

and that she be asked for a full reply.

Carried.

Messrs. Lowenberg, Harris, & Co.,

asked whether the board was willing to

pay the taxes on the lots used by the